

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,353 tons	Captain H. D. Jones.
"POWAN,"	2,338 "	" W. A. Valentine.
"FATSHAN,"	2,250 "	" R. D. Thomas.
"HANKOW,"	3,073 "	" C. V. Lloyd.
"KINSHAN,"	1,995 "	" J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN,"	1,998 tons	Captain C. F. Morrison, R.M.R.
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Departures from Hongkong to Macao on week days at 2 P.M., on Sundays at Noon, except when otherwise notified by Express.

Note:—During the summer months the time of leaving fluctuates to suit the tide at Macao. See Special Summer Time-table.
Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"	2,119 tons	Captain T. Hamlin.
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This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,"	588 tons	Captain J. Willox.
"NANNING,"	569 "	" C. Dutschart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunkai, Mahning, Kunchuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Fing-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow.....Single \$15.00. Return \$25.00.
Canton to Tak Hing.....Single \$12.50. Return \$21.00.
Canton to Samshui.....Single \$7.50.

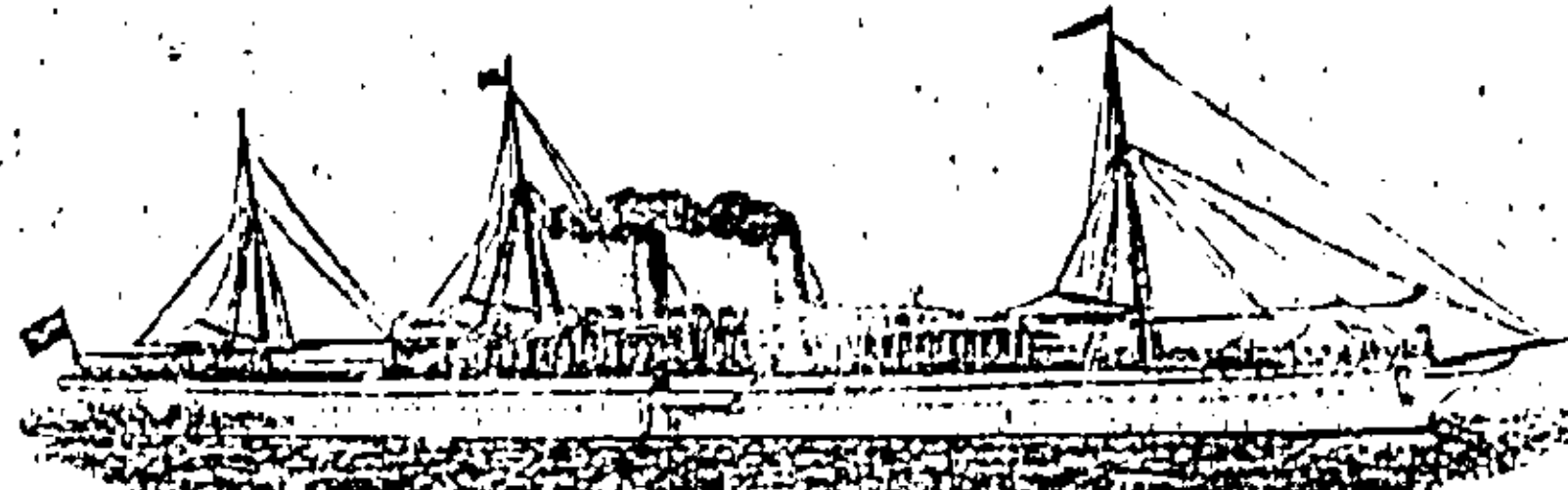
The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
Hotel Mansions (First Floor) opposite the Hongkong Hotel,
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 31st March, 1906.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of 12 Days across the Pacific is the "Empress Line." Saving 3 to 7 Days Ocean Trial.

12 Days YOKOHAMA TO VANCOUVER. 21 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"ATHENIAN"	5,440	WEDNESDAY, April 11	May 5
"EMRESS OF INDIA"	5,000	WEDNESDAY, April 18	May 9
"MONTEAGLE"	5,500	WEDNESDAY, May 2	May 26
"EMRESS OF JAPAN"	6,000	WEDNESDAY, May 9	May 30
"TARTAR"	4,425	WEDNESDAY, May 23	June 16
"EMRESS OF CHINA"	6,000	WEDNESDAY, May 30	June 20

THE Quickest route to CANADA UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class.....via St. Lawrence £60. Via New York £62.
Hongkong to London, Intermediate on Steamers, and 1st Class Rail.....£40. " £42.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to

Hongkong, 28th March, 1906. Corner Pedder Street and Praya, opposite Blaks Pier. [13]

HAMBURG-AMERIKA LINIE. OSTASIATISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SCANDIA	HAVRE, BREMEN AND HAMBURG. (Calling at S'PORE, PENANG & COLOMBO)	10th April Freight and Passengers.
SLAVONIA	FOR ODESSA (DIRECT). (Calling at SINGAPORE & COLOMBO).	About 17th April Freight.
SENEGAMBIA	HAVRE AND HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	18th April Freight.
SEGOVIA	HAVRE AND HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	2nd May Freight.
JSTRIA	MARSEILLES AND HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	8th May Freight.
G. FERD. LAEISZ	HAVRE, BREMEN AND HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	16th May Freight.
SITHONNIA	HAVRE AND HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	30th May Freight.
ANDALUSIA	HAVRE AND HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	14th June Freight.
VANDALIA	NEW YORK. (Calling at S'PORE, PENANG & COLOMBO).	6th May Freight.

* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabin midships. Lighted throughout by Electricity. Daily qualified Doctors are carried.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
King's Buildings.

Hongkong, 9th April, 1906.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREME.

EUROPEAN LINE

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

Steamers will also call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

Taking Cargo on Through Bills of Lading for all European, North and South American Ports.

PROPOSED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
PRINZ REGENT LUITPOLD	WEDNESDAY, 11th April.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 25th April.
SACHSEN	WEDNESDAY, 9th May.
PRINZ HEINRICH	WEDNESDAY, 23rd May.
ROON	WEDNESDAY, 6th June.
PREUSSEN	WEDNESDAY, 20th June.
ZIRTEN	WEDNESDAY, 4th July.
GNEISENAU	WEDNESDAY, 18th July.
BAYERN	WEDNESDAY, 1st August.
PRINZ REGENT LUITPOLD	WEDNESDAY, 15th August.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 29th August.
SACHSEN	WEDNESDAY, 12th September.

ON WEDNESDAY, the 11th day of April, 1906, at Noon, the Steamship PRINZ REGENT LUITPOLD, Capt. H. Kirchner, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 9th April, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 10th April, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 10th April.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	£61. 0. 0.	£42. 0. 0.	£22. 0. 0.
Return	91. 0. 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return	97. 0. 0.	66. 0. 0.	36. 0. 0.
TO NEW YORK VIA SUEZ:			
VIA NAPLES, GENOA OR GIBRALTAR	61. 0. 0.	44. 0. 0.	26. 0. 0.
Return	115. 0. 0.	79. 0. 0.	47. 0. 0.
VIA BREMEN OR SOUTHAMPTON	68. 0. 0.	46. 0. 0.	27. 0. 0.
Return	123. 0. 0.	83. 0. 0.	49. 0. 0.

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration).

STEAMERS.	TONS.	SAILING DATES.
PRINZ SIGISMUND	3,302	TUESDAY, 1st May.
WILLEHAD	4,763	TUESDAY, 29th May.
PRINZ WALDEMAR	3,227	TUESDAY, 26th June.

ON TUESDAY, the 1st day of May, 1906, at Noon, the Steamship PRINZ SIGISMUND, Capt. D. Leoz, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO MANILA	\$50.00	\$30.00	\$20.00
TO NEW GUINEA	£28.—	£18.10	£14.00
TO BRISBANE	£30.—	£20.—	£14.—
TO SYDNEY	£33.—	£23.—	£15.—
TO MELBOURNE	£34.10	£24.10	£16.—
TO YOKOHAMA	\$80.00	\$60.00	\$40.00
TO KOBE	\$95.00	\$70.00	\$50.00
TO YOKOHAMA & back from KOBE to HONGKONG	\$140.00	\$100.00	

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer	£97. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA	95. 0. 0.
From Australia to New York via Vancouver by the C. P. R. Co's steamers, or via San Francisco by the O. S. S. Co's Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.	

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR	STEAMERS	ABOUT
YOKOHAMA & KOBE	PRINZ SIGISMUND	TUESDAY, 10th April.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	SACHSEN	WEDNESDAY, 11th April.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINZ HEINRICH	WEDNESDAY, 25th April.

* Reaching Yokohama in less than 6 days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co's steamers, P. M. S. S. Co., O. & O. S. S. Co., T. K. K. and from NEW YORK TO EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON	£61. 0. 0.
TO BREMEN	63. 10. 0.
TO PARIS VIA CHERBOURG	65. 0. 0.
TO NAPLES, GENOA VIA GIBRALTAR	65. 0. 0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
AGENTS.

Hongkong, 4th April, 1906.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft., bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

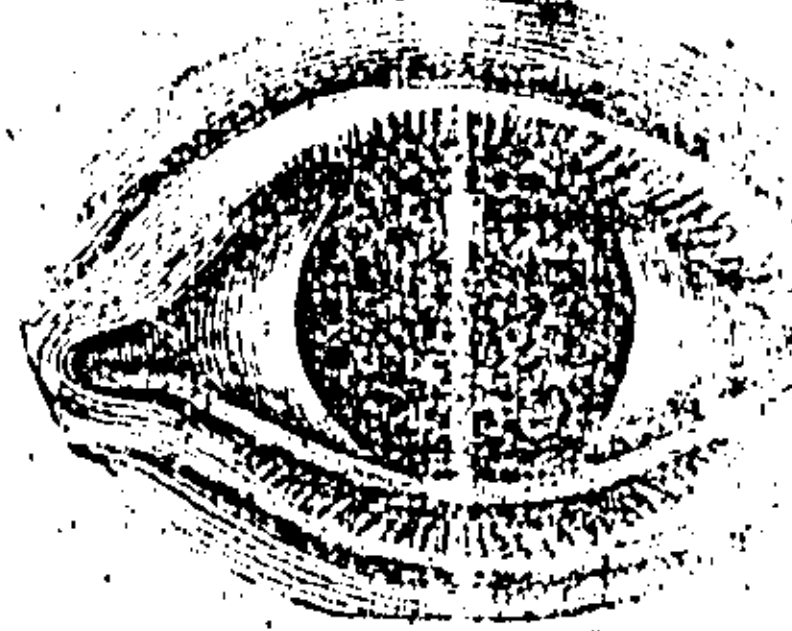
Telephone: Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed. Liebers, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

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EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN, 3, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, CALCUTTA, SHANGHAI, 21, John Street, Bedford Row, W.C. 59, Bentinck Street. 566, Nanking Road. Hongkong, 27th November, 1905. [48]

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON AND KAUKONG LINES.

S.S. "TAK HING." SAILS every SUNDAY, TUESDAY, and THURSDAY, AT 7 P.M., for the above Ports. THE ROUND TRIP OCCUPIES ONLY 36 HOURS.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI" SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 54 DAYS. The steamers sail from HONGKONG to SAMSHUI, SHUIMING, WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip.....\$30. These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity. For further information, apply to— BUTTERFIELD & SWIRE, AGENTS, WEST RIVER BRITISH S.S. CO., HONGKONG.

Hongkong, 23rd December, 1905

[14]

JAVA-CHINA-JAPAN LIJN. REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIMAH1	JAPAN	First half April	JAVA PORTS	First half April
TJILIWONG	JAVA	First half April	JAPAN VIA SHANGHAI	First half April
TJIPANAS	JAPAN	Second half April	JAVA PORTS	First half May
TJILATJAP	JAVA	Second half April	JAPAN VIA SHANGHAI	First half May

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading. For Particulars of Freight and Passage, apply to THE HEAD AGENCY OF THE JAVA-CHINA-JAPAN LIJN.

Telephone No. 375, YORK BUILDINGS, 1st Floor. Hongkong, 24th March, 1906

[15]

THE HONGKONG STUDIO, HIGHER CLASS PHOTOGRAPHER.

41 & 43, QUEEN'S ROAD CENTRAL.

TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS

ON HAND.

PRICE VERY MODERATE.

Hongkong, 29th September, 1905

FOR SALE



INCANDESCENT GASOLINE LAMP'S OF ALL DESCRIPTIONS, (from the best make).

INCANDESCENT MANTLES, OHMINEYS, GLOBES, SHADES, &c., for

GASOLINE AND GAS LAMP'S at the most moderate prices.

Lamps fixed up for Buyers free of charge. Naphtha of the best kind kept in stock.

TAI KWONG CO., 55, Lyndhurst Terrace.

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Intimations.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS BY APPOINTMENT

TO

HIS EXCELLENCY THE GOVERNOR.

HYGIENOL

(REGISTERED).

A POWERFUL
DISINFECTANT,
GERMICIDE
DEODORISER
CHEAP
HARMLESS
EFFECTIVE.

A. S. WATSON & CO.,
LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 3rd March, 1906.

GREGOR & CO.,

19, QUEEN'S ROAD CENTRAL.

BRANDIES

FROM

MARIE BRIZARD & ROGER,

COGNAC.

FROM \$19.20 TO \$126.00

Per Dozen.

THE LARGEST AND MOST VARIED

STOCK OF BRANDY IN

THE EAST.

Hongkong, 20th July, 1905.

NOTICE.
All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.
Ordinary business communications should be addressed to The Manager.
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.
SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$10 per annum.
SEMI-WEEKLY—\$18 per annum.
The rates per quarter and per annum, proportional. The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.50 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter.
Single Copies, Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, MONDAY, APRIL 9, 1906.

"CHINA'S SORROW."

The Hwangho, or Yellow River, has well been named "China's Sorrow," and the suffering and loss it has occasioned are incalculable. The time must come—sooner, it is hoped, than later—when the problem of this river will be seriously investigated. Such is the concluding statement by Capt. W. F. Tyler, Coast Inspector, in his "Notes on the Hwangho, or Yellow River," including extracts from a report on the condition of the south bank immediately below Lo-kou. In the early part of 1903 Capt. Tyler was instructed by the Inspector General of Customs to proceed to Shantung and render some advisory services to His Excellency the Governor of that province in connection with waterways. The service required proved to be in regard to the Hsiao-ching-ho and its navigational possibilities. The result of Capt. Tyler's exhaustive investigations is now published in the form of a "Yellow Book" in the special series of the Imperial Maritime Customs' valuable publications and for a copy of which we are indebted to the local Commissioner of Customs. The report describes the condition of this important waterway, the immediate measures of protection which should be taken within the limits of ordinary expenditure; the measures which can be undertaken by an extraordinary expenditure, and other necessary works. Under the last section Capt. Tyler says: "It should be remembered that in several particulars of paramount importance the condition of the Hwangho is getting worse and worse: (a) the amount of silt brought down is on the increase; (b) the flood volume (at all events in the upper part) is on the increase; and (c) the low-river volume is on the decrease. This serious condition is one which we can consider to certainly exist, by reason of the steadily increasing effects of deforestation in the mountain districts. Existing torrents in the denuded hills give birth to new torrents as they score their way into the mountain sides. The rainfall and melted snow is carried faster and faster into the river, while in the dry season the drainage from the country is correspondingly decreased." We are told the question of silt is the dominant factor in the problem of the Hwangho, and is the one that no one province can solve for itself. Before, too, it can be considered as a problem for definite solution, a great deal of information requires to be collected. The first and most obvious remedial scheme, it is mentioned in the report, would be to try and make the water carry the silt down to the sea—to straighten the bends by training-work and to bring the low and high river channels to sections best adapted to the volumes. The serious difficulty in the way of this is the decreasing volume of water as the sea is approached, owing to exfiltration through the permeable bed of the river. Another scheme is to take steps in the upper part of the river—in Hunan, Shansi, and Shensi—to mitigate the erosion of the river banks and that of its tributaries, and, by afforestation, to ameliorate the torrents cause a more regular flow from the new denuded uplands. Such a work is of such immense magnitude and, as regards afforestation, would take so many years to have any appreciable effect, that it is to be considered as outside the limits of a scheme for the control of the Yellow River within the lifetime of the present generation. Still another scheme that has been mentioned is the formation of huge reservoirs in the mountain districts to regulate the flow of water and to act as silt-depositing basins. This idea, Capt. Tyler states in his report, has been condemned by Mr. de Rijke, on account of the vast expense, the temporary character of the remedy, and the danger. A prevalent Chinese idea—one shared, he believes, by some Europeans—is that the remedy can be obtained by clearing the mouth of the river—that it is the accumulation of detritus there that restricts the flow of the water and, consequently, the bringing down of silt. The condition of the mouth of the river, however, cannot properly be looked upon as the cause of the state of affairs higher up: it is merely the result of that state. Doubtless dredging operations on a very large scale would have a good

effect for a limited distance up; but even for this they would have to be continuous. Capt. Tyler's conjectural scheme which he has in his mind is as follows:

I. By training-works, which would possibly in part include low dikes which would be flooded at high river, get the low-river channel under control, and gradually bring it to the section which was best suited to the discharge of silt; lead this channel in long curves about midway between the present flood dikes—modifying these latter, however, where they were too close; encourage the deposition of silt in the immediate neighbourhood of the flood dikes by the growth of willow scrub; where the flood channel is unnecessarily wide and the flood plain sufficiently high, embank portions and devote them to the owners of expropriated lands.

II. By a survey of the river and its neighbourhood ascertain the position of the low lands and the relatively high; select a "low" of suitable size, say, 50 by 20 miles, as far up the river as possible and bordered as much as possible by a "high;" embank this area and expropriate the land; into this area train the low-river channel, and from it again lead the waters into the existing bed; as soon as possible reclaim the deserted river bed, fertilising it by suitable floodings, and appropriate it to the use of expropriated Natives.

To summarise his considerations, Capt. Tyler says: "The Hwangho in its present condition incurs an annual expense and loss which has been roughly estimated at 5 million taels, and, in addition, there is the annual expenditure of life and suffering. But what about the conditions and risks of the future? Will these be the same as in the past? It is known for certain that the conditions are getting worse and that the dangers of the immediate future are incomparably greater than those of the past; so great are these dangers, so certain, indeed, under present methods is disaster, that the sum that could properly be spent to insure against them would be very great. But it is quite possible that these can be insured against by a sum which is no greater than that which is now annually spent—i.e., the sum of 3½ millions a year, properly handled, might well suffice for the purpose. Even, however, if twice as much be required, it would be a cheap insurance." The first step is, as the Coast Inspector so clearly pointed out in his preface, for the Government to be persuaded of the urgency of the matter—of the dangers that are impending,—to be impressed with the fact that the thorough control of the river can with certainty be effected.

LOCAL AND GENERAL.

THE French Mail of the 6th March was delivered in London on the 6th inst.

A MARINE Products Exhibition for Western Japan will be held at Nagasaki in November, 1907.

TO-DAY is the 70th anniversary of the birthday of His Majesty Leopold II., King of the Belgians.

THE French mail s.s. *Polyneste* was expected to leave Singapore for this port this afternoon at 3 o'clock, via Saigon.

THREE sampans at Tsing-tsu-tsu were capsized yesterday morning by a squall during the thunderstorm that occurred. No lives were lost.

ADMIRAL Baron Yamamoto, ex-Minister for the Navy, concluded his inspection of the Port Authority fortifications on 27th ult., and left for Chinhaui Bay, Korea, the same day.

THE following is the return of visitors to the City Hall Library and Museum for the week ending the 8th April:—Library—Non-Chinese, 393; Chinese, 139; total, 442; Museum—Non-Chinese, 449; Chinese, 3493; total, 3542.

BANGKOK is undoubtedly flourishing, for the city on the "mother of rivers" has now a stockbroker. In the near future it may have a Rialto, and probably a stock exchange. But the presence of the stockbroker is an encouraging sign, so long as the shares keep high.

A CHINESE coolie, walking in the Chinese Recreation ground yesterday morning, was seen by district watchman No. 33 to stumble and fall to the ground. The watchman ran to pick the man up, only to find that he was dead. Heart failure was supposed to have been the cause of death. His body was removed to the mortuary.

IT has just transpired that a woman named Nakagawa Yone, living in Funadaiku-machi, Iiyoko, a weaver of cotton goods, has sold some 300 pieces of that material between January and October last, without paying the Special Consumption Tax on the textiles. A charge has been made against the woman for a violation of the War-Tax Law.

AN amusing story is related by the *Stam Free Press*. It states that the other day two Chinese cooks commenced to "bet" for the same bowl at Bangrak market, until it reached the handsome figure of seven satangs. The successful bidder laid down his basket to pay the money, whereupon the other set upon him, and a free fight followed. In the meantime some nankings snatched both the cooks' baskets which contained fruit and vegetables, and carried them off. Their chagrin may be better imagined than described when they discovered what had happened.

First launch of the cruiser *Ishumi* at Kure taken place to-day. The Crown Prince will witness the launch.

BARON Mitsui, on behalf of the Mitsui family of Tokyo, has presented ¥5,000 towards the relief fund for the sufferers from the earthquake in Forno.

CLOTHING hung out to dry in verandahs in Macdonnell Road, Kowloon, have lately been disappearing in large quantities. A watch was kept, with the result that a coolie was captured red-handed on Sunday night. On being placed before Mr. Hazeland this morning, the coolie was sentenced to three weeks' hard labour and six hours' stocks.

THINKING he was not seen, a coolie walked into a West Point joss-house yesterday afternoon and saluted forth with half-a-dozen candlesticks under his arm. He had not far to go before he was arrested a few yards away from the door. This morning, at the Police Court, the thief was sentenced to be exposed in the stocks for six hours and to go to gaol for three weeks, with hard labour.

THE Choya Trushinsha, a Tokio news agency, reports that Sir Claude MacDonald, British Ambassador at Tokio, intends to return to England on leave of absence in September next, and a rumour is rife that Sir Claude will not return to Japan, but will be transferred to a more important post. This, however, is unconfirmed. The name of Lord Rededesdale is mentioned as Sir Claude's successor at Tokio.

We are requested to state that a mission will be held in St. Joseph's Church, commencing on Holy Thursday, 22nd inst. The mission will be conducted by the Jesuit Fathers. The services are as follows:—Holy Thursday, 6.30 p.m.; Good Friday, 9 a.m. and 6.30 p.m.; Holy Saturday, 6.30 p.m.; concluding on Easter Sunday, at 9 a.m. and 6.30 p.m. All English-speaking Catholics are invited to attend.

THE Diplomatic Corps in Tokio will be invited to witness the grand military review to be held by His Majesty the Emperor on the 30th inst., in Tokyo, in celebration of the triumphal return of the Army from Manchuria. Foreign officers will also be privileged to witness the review as far as accommodation will allow, and it is expected that the officers of naval squadrons in the Far East representing Treaty Powers, and those stationed at Hongkong, Kioochan, Annam, Tonkin, and Manila will go to Tokio to participate in the auspicious occasion. The Emperor of Korea has appointed the Minister for Finance, who is also a General of the Korean Army, to visit Japan to witness the review.

CHEONG Cheung, a bar-boy in the Occidental Hotel, Kowloon, was charged this morning, before Mr. F. A. Hazeland, with stealing \$11.25, the property of his employers, on the 21st inst. Mrs. M. Mathaeys said that defendant had only been in her employ for about a week. She had been in the habit of losing money from the till. Yesterday on going to the till she found \$11.25 gone, and looking underneath the counter she found \$1.95 hidden in a cigar-box. Defendant was the only "boy" behind the bar. At the station defendant was searched and the balance of the money found in his shoe. The defendant had nothing to say in defence, and his Worship sentenced him to three weeks' hard labour and six hours' stocks.

A COOLIE, in the employ of a shop in the Central District, found himself suddenly turned on the street some days ago, for, it was alleged, stealing a photograph from the firm. Thinking perhaps that he had got off cheaply he failed to turn up for his box of clothing. Last night he "turned up" in a curious way, for his former master discovered him under his bed with some clothing—not the property of the nocturnal visitor—at his side. On examining the entrances to the premises, it was found that the street door was left wide open, and the padlock wrenched. The coolie, who said he had "only returned for his property," was given in charge, and this morning was sent "in" for three weeks, and to do six hours in the stocks.

FROM further particulars to hand of the fire on board the American ship *Daylight*, off the port of Yokkachi, it appears, says the *Japan Chronicle* of 30th ult., that the ship arrived there on the 18th inst. from New York with a cargo of about 105,000 cases of kerosene oil, 200 cases and 700 cases of paraffine-wax, and 1,000 cases of machine-oil, consigned to the Masuda Shoten, a Japanese firm at Nagoya. The fire broke out at 3 o'clock on Tuesday afternoon, and was still raging at noon on Wednesday. Six holes were thereupon made on both sides of the ship, which was then sunk just below the water-line. The quantity of oil burnt is estimated at about 1,000 cases. Fifty cases and 200 cases of paraffine-wax, and the whole consignment of machine-oil remained in the ship, and it is feared have been completely destroyed.

THE *Foochow Echo*, of 31st ult., says:—Another earthquake, the second in ten days, took place on Wednesday, the 28th inst., a little before seven in the morning. It was much severer than its predecessor, and was felt not only along the river banks, but also on the hill. We have also heard reports of a slight shock on Thursday morning and another on Thursday afternoon, but so few people felt these that they are at least to be regarded as doubtful. The earthquake was not the only exceptional meteorological phenomenon that distinguished last Wednesday. The deluge of rain, of course, cannot be regarded as exceptional, but a thunderstorm of such violence and duration as that which went on from Wednesday afternoon till Thursday morning is quite unusual. A cargo-boat lying off the bund opposite Messrs. Jardine, Matheson & Co.'s premises was struck, with rather curious effect. The whole length of the mast was scored or grooved, as if a long splinter had been taken out. Only the top of the mast was burned.

OWING to the posting of some placards at Shanghai about the city calling upon the wharf coolies to strike on the 3rd April because of the refusal of the merchants and shippers to pay the higher wages demanded, the members of the constabulary off duty were confined to barracks, the greater portion of the day. The strike was not effected by the malcontents, and the order for the policemen to remain at their stations was cancelled.—N. C. D. News.

We are informed that the "horses" which were to be put up for auction to-morrow afternoon, by Messrs. Hughes and Hough, at Kennedy's Stables, and whose sale has since been withdrawn, are not part of those which were sent out by Messrs. Denham Bros., of Rockhampton, Queensland, by the *Taiyuan*. The thirty-two horses which were landed on the 4th inst. from Queensland were shipped to Shanghai yesterday afternoon by B. and S.'s *Yachow*.

ACCORDING to the *Nagasaki Press*, the master of the British steamship *Coma*, which arrived at Nagasaki on the 26th March from Vladivostok, reported having passed two mines adrift in the line of ships proceeding to or from Vladivostok. One was passed three miles north-west of Askold Island, and the other 45 miles true south of Askold Light-house; the second had eight large spikes. The *Coma* passed them at a distance of thirty yards.

PRINCE Yiwo of Korea, who fled to Japan from his native land some years ago to escape arrest for a political offence, has been recalled by the Emperor of Korea. During his exile he has spent most of his time in Japan, making occasional visits to the United States. Prince Yiwo is going home very shortly, and was to have had a farewell audience with the Emperor yesterday in Tokio. It is believed that all other Korean political refugees now in Japan will be given a special pardon.

THE formal opening ceremony in connection with the office of the Residency-General in Korea, was held on the 28th ult., in the presence of about 1,500 guests, including Korean, Japanese, and foreign high officials and civilians. Gardees parties were also given in honour of the occasion. In an address Marquis Ito stated that he intended to do his best to assist in the development of Korea, and the Korean Premier in responding stated that he was determined to effect administrative reforms, and promote the prosperity of his country, under the direction of Marquis Ito.

FOLLOWING are the returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong, during the month ended 28th February, 1906, as certified by the managers of the respective Banks.

Banks.	Average Amount.	Specie in Reserve.
Chartered Bank of India, Australia and China,.....	\$3,81,765	\$2,300,000
Hongkong and Shanghai Banking Corporation,.....	13,71,589	9,000,000
National Bank of China, Limited,.....	6,781	40,000
Total,.....	\$16,716,155	\$11,340,000

THE British India steamer *Dilwara*, which for some years past has been exclusively engaged in the Imperial troop service from Southampton, has now had her career in that direction cut short. Arriving recently at the Hampshire port, the *Dilwara* underwent a Board of Trade survey, with the unexpected result that her boilers were condemned. The British India line have, however, two more transports almost ready for sea, so the removal of the old *Dilwara* will not materially affect the situation. Indeed, it was known some little time ago, that her withdrawal from the service as soon as the new vessels were ready was definitely intended, so in proving to be no longer eligible she has merely anticipated events.

AN interesting installation is to be seen on board the British steamer *Shimosa* (2,795 tons net), says the *N. C. D. News*. This is one of the comparatively few vessels, which as yet have been fitted with Kich's modern fire communicating system. From the compartment under each hatch a one-inch pipe is run to the chart-room where the pipes converge under an electric fan. In the event of fire breaking out in any compartment a bell is automatically rung, and the fan started; the situation of the fire is then indicated by the smoke drawn up by the fan from the compartment in which the outbreak has occurred. Steam is then turned on and introduced into the compartment in question and the fire may be generally those smothered at once. The one drawback to the system seems to be the possibility of damage to the communicating pipes by the removal of cargo, but even if one pipe should be damaged, the others would not be affected, and by simple daily testing any defects can be easily discovered and remedied.

AN ELEPHANT'S REVENGE.

INCIDENTS IN THE HARBOUR.

Two sampansmen had the greatest surprise of their lives yesterday afternoon, and the shaking-up they received will in future be a lesson to them. For the greater part of the afternoon a crowd of coolies were on board the steamer *Yachow* teasing Spampian's elephant, by offering it sugar-cane and when the animal stretched out its trunk to receive the gift, the coolies around would strike the animal. Enraged by the treatment it had received the elephant suddenly, when nothing was expected by the gaping crowd, picked up a coolie by its trunk and threw him overboard, the unfortunate coolie landing at the bottom of a cargo-bent that was moored alongside the vessel. This revenge of the elephant caused the crowd to disperse, but later in the afternoon the teasing was again indulged in, with the result that the same elephant lashed out at another coolie, catching him squarely on the jaw and causing his head to come in violent contact with the steel partition of the vessel. The coolies were then ordered off the vessel.

TELEGRAM.

"HONGKONG TELEGRAPH" SERVICE.

DISTURBANCE AT KIN-HUA-FU.

COTTON MILL DESTROYED.

MANAGER'S HOUSE LOOTED.

[From Our Own Correspondent.]

Shanghai, 9th April, 2.20 p.m.

A disturbance has taken place at Kin-hua-fu, in the Chekiang province. The cotton mill, which was recently erected there, has been destroyed by the rioters.

The manager's house has been looted.

ANOTHER PIRACY.

OUTSIDE LYCEUM PASS.

FISHING JUNK HELD UP.

On Sunday morning the crew of fishing junk No. 14359H walked into Shau-ki-wan Police Station and made a report that their junk had been held up and robbed by pirates not far away from the Colony. According to the report made by the master of the junk, it was stated that about four o'clock on the morning of the 5th inst., when near Futau-Chau island, outside Lyceum Pass, they had just lowered their nets to commence fishing, when suddenly a noise from the after part of the junk told them that strangers were aboard. The three men of the crew were ordered to throw up their hands, by about seven armed men, under threats of being fired at. The crew were then searched and the master's keys were removed, while the fishermen were locked in the hold of the junk. What happened after this the crew were unable to say, but when they succeeded in getting on deck again the pirates had decamped with \$45 worth of money and clothing. They made for Hongkong yesterday and gave information, but they state they are unable to identify the pirates.

ROBBING A JUNK IN DISTRESS.

CREW OF HOK-LO JUNK ARRESTED.

The thunderstorm in the forenoon yesterday was the cause of some damage occurring inside this harbour, and from accounts now to hand we learn that a large fishing junk had a bad time of it. At the time of the squall the boat was sailing near Po Tai O, New Territory, about twelve miles from the Colony, when all at once a strong gust of wind caught the sails and caused her to turn turtle. Four Hok-lo junks, which were in the vicinity dragging corals, set sail and steered for the ill-starred junk. They rescued the crew of the fishing-junk, which consisted of nine persons, from the water, attached a tow-line to the capsized junk, and towed her near to the beach at Po Tai O, where they righted her. There they landed the rescued crew and then, it was alleged, began looting the junk, stealing \$100 in hard cash, a musket, and other goods to the value of \$155. The fishing people succeeded in getting to Shau-ki-wan and there reported the matter at six o'clock last evening to Inspector Robertson. A launch was hired, and the crew of the Hok-lo junk eventually captured.

They were charged with theft before Mr. F. A. Hazeland this morning.

Mr. Hazeland—Did they say that because they saved your life they were going to take the goods?

Master of junk—Yes.

Evidence was heard as to the finding of the clothing, etc., on board defendant's junk.

The defendants said that the things they were charged with stealing were given them as compensation for saving their lives.

Mr. Hazeland (to complainant)—Did you promise to give them anything as compensation?—I did not.

His Worship told the defendants not to do this sort of thing again, and bound them over in the sum of \$500 each to come up for judgment when called upon.

SHIPPING AND MAILS.

MAILS DUE.

German (*Sachsen*) 11th inst. p.m.
Canadian (*Empress of India*) 12th inst.
Indian (*Kulsang*) 15th inst.
American (*Hongkong Maru*) 18th inst.

The O. S. S. Co. & C. M. S. N. Co.'s s.s. *Moyone* left Singapore on 6th inst., for Shanghai direct.

The C. P. R. Co.'s s.s. *Tartar* left Vancouver p.m., on 6th inst., for Hongkong via the usual Ports of Call.

The Great Northern s.s. *Dakota* left Kobe via Nagasaki and Shanghai for this port on 7th inst., and is expected here on 17th inst.

The H. A. L. s.s. *Dormund* from Hamburg left Singapore for our port on 7th inst., a.m., and may be expected here on 13th inst.

The Imperial German Mail s.s. *Prinz Regent Luitpold* left Shanghai on 7th inst., at 6 p.m., and may be expected here on or about 9th inst., at 7 p.m.

The C. P. R. Co.'s s.s. *Empress of India* arrived at Shanghai at 6.30 a.m., on 9th inst., and left again at 10 p.m., same day, for Hongkong, where she is due to arrive at 7 a.m., on 12th inst.

The Imperial German Mail s.s. *Sachsen* carrying the German Mails, with dates from Berlin of the 13th ult., left Singapore on 7th inst., at 8 a.m., and may be expected here on 11th inst., p.m.

TELEGRAMS.

[Reuter's.]

General Booth's Tour.

LONDON, 6th April.

General Booth, at an interview, said that he will start for Japan in October next.

Collapse of a Hotel in Germany.

A new hotel in the Black Forest collapsed during a house warming.

Forty-two dead have been removed, and 71 have been injured.

Later.

Prince von Buelow.

Prince von Buelow, in his speech in the Reichstag, disclaimed a wish for war for the sake of Morocco, but justified German policy, on the ground that Germany wished to show that she cannot be treated as a negligible quantity.

Prince von Buelow is progressing, but is likely to be incapable of attending to business for several weeks.

Betting on the University Boat Race.

The betting to-day on the University boat race is: 2 to 4 on Cambridge.

Germany and the New Russian Loan.

7th April.

The German Banks have refused to participate in the new Russian loan, alleging, as a reason, the approaching issue of a German loan in London.

The Second Hague Peace Conference.

The programme of Russia for the second Peace Conference proposes to limit the work, to a further elaboration of the rules of procedure of an arbitration court for the consideration of the rules of warfare, including questions of private property at sea, and the rights and duties of neutrals.

AMERICA AND CHINA.

STATEMENTS BY MAJOR-GENERAL CORBIN.

NO PROSPECTS OF HOSTILITIES.

Major-General H. C. Corbin arrived at San Francisco on the s.s. *Korea*, on relinquishing his command in the Philippines, on March 8. In the course of a conversation with a newspaper representative, the General spoke as follows concerning the Chinese situation:

"There will be no war between the United States and China. So far as I have been able to observe, the reported disturbances in China have been grossly exaggerated, and conditions are not nearly so alarming as one would be led to suppose from reports that have been published abroad throughout the Western world. That there have been disturbances is quite true, but I do not think they menace the peace of China and the United States, or any other nation. To give an intelligent idea of conditions in China would require lengthy explanations. The feeling against Americans in China does not exceed that entertained toward all other foreigners, and, as I understand the situation, the entire anti-foreign feeling is due in a large measure to the exploitation of business enterprises which the Chinese feel should be controlled by their own people. There is a feeling against those who have in various ways obtained, through scheming and corrupt officials, franchises and concessions that the Chinese feel should be their own. They would like to see these franchises and concessions abrogated and vested in their own people. They are willing to refund to foreign investors the money they have spent in the country. In fact, this was done in the case of the Hankow and Canton Railroad. Aside from this chief source of anti-foreign feeling, the troubles in China are due to the presence of missionaries. I was assured by a very prominent Chinese that the Chinese people are not at all friendly to the presence of foreign missionaries. They resent the effort of the missionaries to force a lot of new creeds on their people. The Chinese have perhaps a more firmly fixed religious belief than any other people in the world, and they look upon the religions of the Western world with scant favour. In the neighbourhood of Canton foreign missionaries have been subjected to outrages, but it is due to the Chinese Government to say that the Government has had no part in it and has exercised much diligence to enforce its laws for the protection of missionaries. These outrages near Canton hardly reflect the feeling of the Chinese people. They have been committed by bands of river pirates that have long infested the country, in spite of every measure the Government has employed to suppress them. These pirates prey quite as freely on their own people as they do on the missionaries. The Chinese Government is as friendly to the people and Government of the United States as toward any other, although nothing has a greater tendency to strain them than the frequent publication of false reports and threatened armed invasions. Although not encouraged by the Government in any way, these reports constitute a grave menace to the continuance of amicable relations between the Chinese and Americans, for these misleading reports by means of the native press are circulated broadcast throughout the empire and find ready credence among the masses. I see no cause for our going to war with China, nor will there be any cause even for armed protection of our people in China unless the Government of China fails and falls. There have been predictions that this very thing will happen, but there is no evidence that prudent folk consider reliable."

THE PARTNERSHIP ISSUE.

THE LAI HING BANK.

In Bankruptcy Jurisdiction this morning, His Honour Sir Francis Pigott, Chief Justice, presiding, the case of the Lai Hing Bank, ex parte Wong Ka Chun was continued. Mr. E. H. Sharp, K.C., instructed by Mr. G. K. Hall, Brutton, of Messrs. Brutton, Heit and Goldring, appeared for the Official Receiver, and Mr. M. W. Slade, instructed by Mr. R. A. Harding, represented Wong Ka Chun.

Wong Ka Chun, re-called, said it was true that in 1898 he retired from the Lai Hing Bank, and since that time he had been in his country, and had not returned to the firm as a partner, nor had any shares in the firm. He had had nothing to do with the business since his retirement in 1898. He remembered an action brought by Wong Mo Sui against Wong Sing Nam and himself, for dissolution of partnership in the Yuk Loong Chin Kee firm. As regards the affidavit in which he said he was managing partner in the Lai Hing Bank it was the solicitor who made that mistake. That case was decided in his favour, and then he advertised the fact to the world. He did not instruct his solicitor to make that statement. At that time witness was not carrying on business as a banker in Hongkong, and had not done so since 1898. The affidavit produced was signed by him.

Mr. Sharp: This affidavit was translated to you in this Court before you signed it?

Witness: I don't remember.

Mr. Sharp: Think again.

Witness said it was translated to him and he raised an objection, and told the interpreter that it was not true that he was carrying on the business of the Lai Hing Bank, but that he only lived there; but the interpreter said it wasn't important.

Mr. Sharp: And the interpreter made you sign it all the same, did he?

Witness: Yes.

Mr. Sharp: Did you tell Mr. Wei On that the description was untrue?

Witness: I don't remember; I think I may have told him so.

Producing other affidavits to the same effect Mr. Sharp asked witness if he signed them. Witness said he did not remember signing them, and the signatures were not his handwriting.

Mr. Sharp: It is stated in the pleadings in that case that Wong Ka Chun was a banker carrying on business at that place, and in his defence Wong Ka Chun did not deny it.

His Honour: But it does not mention the Lai Hing Bank.

Mr. Sharp: No, but it does in the first affidavit, and it gives the address in the second, while he has now specifically stated that he never carried on any banking business since 1898. I submit that is enough, but if your Lordship requires me, to go further I shall do so.

His Honour: Well, it is a question of law. Mr. Sharp: Now, I'll just refer to some petitions to the Viceroy. (To witness): Look at that petition and tell us if you authorized those statements concerning the Lai Hing Bank.

Witness: I consulted my son in the matter and left it in his hands. I did not know who wrote the petition, and did not authorize the statements.

Mr. Sharp: But you previously stated that you gave an outline for the petition.

Mr. Slade: No, that is not so; he said his son did it all.

His Honour: I have it in my notes that he said he gave his son an outline, but did not know who wrote it.

Mr. Sharp: Did you authorize either your son or the writer to state that for several years before the bankruptcy of the Lai Hing Bank you had lived in the country?

Witness: No.

Mr. Sharp: Then it all looks very like perjury.

Mr. Slade said he did not quite see how far his learned friend's right went to cross-examine the witness in this way.

His Honour: But if perjury is to arise out of it, it will be necessary to have the son, the writer, and the interpreter to give evidence.

Mr. Sharp: Yes, my Lord, certainly if it becomes necessary.

Mr. Slade: I don't see where perjury comes in.

Mr. Sharp: If a man goes into one Court and makes a statement on oath and then goes to another and denies that statement on oath he commits perjury.

His Honour: But the petition to the Viceroy is not a document signed in a Court.

Mr. Sharp: It was so signed with a view to proceedings, and this Court had had to recognize the Viceroy as a Court of sorts.

Mr. Slade: My learned friend is trying to press that document on the jury (the petition mentioned) for all he is worth, but it is an uncorroborated document, and there is not one jot or tittle of evidence to show that it is even an approximately correct translation.

Mr. Sharp: My learned friend knows as well as I do the great difficulty in getting guaranteed accurate translations of Chinese documents which exists here. However, I shall leave that point entirely in your Lordship's hands.

Mr. Sharp (holding up a book): Did you authorize your name to be put in this book as treasurer of a company to be formed in America, with Ma Fa Ting as one of the partners?—No.

(Holding him the book) Have you ever seen the book before?—Never; I know nothing about it at all.

Mr. Sharp: Then do you mean to tell us that you never saw that duplicate copy of this book, which your solicitor is now holding in his hands?—Well, I may have seen it.

Then you know what is in it?—I have been told, but I did not authorize the entries.

Mr. Sharp: Now, as regards the affidavit you signed in 1904, I put it to you that you did instruct your solicitor that you were the managing partner of the Lai Hing Bank, and that you made that statement for the very best of all reasons, that it was true?

Witness: No, I did not use the words "Yes, yes, tung ka (managing partner), nor tell my solicitor to do so."

Mr. Slade then re-examined witness, after reading extracts from the affidavits referred to, when witness said after retiring from the Bank in 1898 he severed his connection with the Bank for good and all, and never re-joined it.

Mr. Slade: My learned friend has asked you about a registration of the partners of the business. Is there a registration of partners in Hongkong?—Yes, at the Registrar's office.

Did you register the partners of the Lai Hing Bank?—Yes.

Is that the registry?—Yes; that is my name first. The Lai Hing did an extensive business, and was the biggest firm of which I was a partner.

Ma Fa Ting said he was the manager of the Lai Hing Bank at the time of the failure and had been so since July, 1898.

Mr. Slade: Did you purchase shares in the business?—I took over Wong Ka Chun's shares. Wong Ka Chun had been the managing partner previous to 1898. After witness bought his shares Wong Ka Chun had no further interest in the business from that time, and the change of partners was registered at the Registrar-General's office. Wong Ka Chun continued to live on the first floor of the premises of the business after his retirement, and he paid \$20 a month for his board and lodging.

Witness remembered the creditors' meeting on 9th February, 1905; he was present, and Wong Ka Chun never addressed the meeting at all. Witness did not know a man named Wong Sai Ho. If such a man said that Wong Ka Chun addressed the meeting he said what was not true. The business was carried on as usual after that meeting, and a new set of books were opened. A number of creditors brought actions and obtained judgments against the Bank, so witness went to Canton to collect money from some of the debtors of the Bank, and when there he heard that some of the creditors had seized the business in Hongkong. The bank, produced, contained the names of the partners who took over the business in 1898, with the amount of their shares.

Mr. Slade: Mr. Wakeman has said that book is a forgery; it is so clean—it lies always in the safe and is seldom touched, as it is not required. There were no other partners than those appearing in that book. Wong Ka Chun's name did not appear there because after 1898 he ceased to be a partner in the business, and Wong Ka Chun was not, there, fore, a partner, or in any way connected with the Bank at the time of the bankruptcy.

In cross-examination by Mr. Sharp, witness said the active partner in the 3rd year (1904) was himself, and no other in Hongkong, and for a short period the same applied to 1905. Since 1898 onwards till the time of the failure there was no other partner resident in Hongkong—that is no active partners, but there were two dormant partners, who had nothing to do with the business. Since 1898 there has been no change in the partners of the firm. As regards the books of the firm that are missing he only knew that they were in the hands of the accountant, but his whereabouts were unknown, though witness had looked for him but could not find him.

Mr. Sharp: Have you tried to get him here?

Witness: Well, he is not in my employ now, so I don't know whether he would come, but if you want me to I will try to get him here. I have written to him about the books, but had no reply, so I do not know if they are in his possession now or have been destroyed. In a banker's business the books are destroyed at the end of the year when the new set is opened.

Mr. Sharp: Do you mean to tell us that you destroy your ledger?

Witness: No, I don't mean it is destroyed, but after it has been entered up in the new book the old one is laid aside. Witness, continuing, said at the creditors' meeting he proposed that they wait for half their money for nine months and another nine months for the balance. Wong Ka Chun did not press the reduction of time to six and twelve months, that was witness's own second proposal as the creditors refused to agree to the first. No one else addressed the creditors at that meeting. Witness was a partner and drew money as such, but he never overdraw his account with the Bank; he drew money on account of his share of the profits, but not his capital. There was no book kept showing the amounts paid to each partner; witness drew a lump sum and that was entered, and then he divided it among the partners, but no entry of such division was made.

Mr. Sharp: Mr. Wakeman said the Lai Hing Bank to Lau Pak for \$26,000, did he not?

Yes, I think so.

Have you anything to do with the Bank now?—No; I would like to be in it again, but I don't know whether they would take me in again. I left the Bank on the 8th March, 1905 and have never been there since.

The case is proceeding.

AMERICAN BANKER IN JAPAN.

HONOURING MR. J. SCHIFF.

On the evening of the 28th ult., Dr. Sakatani, Minister for Finance, gave a dinner in honour of Mr. and Mrs. Jacob Schiff and party. There were present—Mr. Wilson, U.S. Charge d'Affaires, and Mr. Wilson, other members of the U.S. Embassy; Marquis Saionji, Viscount Tanaka, Minister for the Imperial Household; Mr. Matsuo, Minister for Agriculture and Commerce; Baron Komura, Mr. Chinda, Vice-Minister for Foreign Affairs; Baron Shibata, Minister for Foreign Affairs; Baron Shibusawa, Minister for Foreign Affairs; Governor of the Bank of Japan; Mr. Takahashi, President of the Specie Bank; Mr. Soyeda, President of the Japan Credit Mobilier, Limited; Mr. Sonoda, President of the Nobles Bank, and Mr. Hayakawa, General-Director of the Mitsui Bank. During the evening the Minister for Finance welcomed Mr. Schiff, and spoke in the highest terms of the valuable services rendered by him in the flotation of Japanese loans in America.

The Tokyo Municipal Council has decided to give a reception to Mr. Schiff and Mr. Malcolm, Japanese Honorary Consul at Melbourne, who is also now in Tokyo.—*Japan Chronicle*.

ALLEGED MURDER.

PRISONER BEFORE THE COURT.

This afternoon, before Mr. C. A. D. Melbourne, a Chinaman named Li Lan, was charged with the murder of a native woman at Ping-chau, New Territory, on March 4.

Inspector Hanson prosecuted on behalf of the police, and Mr. Otto Kong Sing defended. P. C. 26 declared that on March 4 last he went to Tai-po at 5.30 p.m., on receipt of a message from the C. S. P., that a murder had been committed on Ping-chau Island, in Mira Bay. Witness with one Lok Tak proceeded to Ping-chau where he arrived at 6.30 p.m. Lok Tak took witness to a certain spot where the body of the deceased was supposed to have been buried. Witness got some fishermen and with their assistance the body was exhumed, taken on board No. 3 launch and transported to the mortuary. On the 14th March, witness saw the body at the public mortuary in Hongkong and identified it as the body he exhumed.

Dr. William Hunter, of the public mortuary, said that on March 6, he examined the dead body of a Chinese female, aged between 19 and 20 years, by name Mo Lan. A post-mortem examination was made and he found the cause of death to be due to multiple injuries. Deceased's throat was cut down to the backbone, severing everything in front. There was a deep wound across the back of the neck, a stab wound into the right cheek, and another stab wound below the left collar-bone which extended through the arm. In witness's opinion there was no evidence of a severe struggle. The case was adjourned.

JUSTICES' MEETING.

At the Magistrate's this afternoon, Mr. F. A. Hazeland, presiding, a meeting of the Justices of the Peace was held to consider an application from one Joseph Henry Newbold for permission to remove the business now carried on by him under an adjunct licence on premises No. 51, Des Voeux Road Central under the sign of "The Owl Grill Room" to premises Nos. 47 and 49, Des Voeux Road Central.

There being no police objection, the application was granted.

The second application was from one Albert W. Slaton for the transfer to him from one Antonio Fonseca of the adjunct licence to sell by retail intoxicating liquors on premises No. 13, Queen's Road Central under the sign of "The New Connaught Hotel."

The application was granted unanimously.

THE JAPANESE RAILWAYS.

METHOD OF PROCEDURE IN THE PURCHASE.

The first step to be taken by the Government towards the purchase of the railways under the new Act is the establishment of an office under the control of the Minister of Communications. This office will undertake the management of affairs relating to the purchase of the lines, and the regulations governing the new office will be published in a few days. It is believed Mr. Nakashoji, Vice-Minister for Communications, will take charge of this office, its staff being selected from the present officials of the Railway Working Bureau and the Railway Bureau. The office will exercise the utmost diligence to prevent unscrupulous use being made of lines and rolling-stock, and the neglect of repairs by any company pending the purchase of the lines by the Government.

During the coming fiscal year the purchase of the Seoul-Fusan Railway and two or three of the principal lines in Japan will be effected, and the expenses required for working these lines will be defrayed out of the reserve fund in the State Treasury.

By the amendments made by the Diet, the number of railways to be purchased has been reduced to seventeen, fifteen of the less important lines being excluded from the list as originally proposed by the Government. This amendment results in a reduction of no more than ¥28,241,000 in the amount of bonds required to be issued for the purchase of the railways, the value to be paid for the seventeen lines amounting to ¥442,742,319. The amendment in this respect, therefore, will probably have no effect upon the anticipated decline in the bond market. By the amendment excluding all but the most profitable lines, the Government will be placed in a more advantageous position for working the railways profitably.

A vernacular contemporary observes that the smaller lines, such as the Naniwa, Tobu, and Omi, which have been excluded from the list to be purchased, by reason of their running between the national lines, have no prospect whatever of development. The original form of the Bill contained the principle of nationalisation, but the spirit of the Bill has now been completely altered by the amendment, and now can only result in the suppression of the smaller private lines. It is remarkable that the Government should have so lightly agreed to this amendment which has perverted the whole spirit or primary object of the Government in putting forward the measure. It is also extraordinary that the Nankai Railway should be excluded from the list of lines to be purchased. In defending the Bill in the proceedings in Committee, General Terauchi, Minister for War, laid particular stress on the value of the Nankai line from the strategic point of view in preventing a possible enemy landing at Kii Point. Our vernacular contemporary asks whether the Minister for War is now able to use this line under private ownership for military purposes to his satisfaction, or was his defence only an argument advanced just to fit the occasion. The seventeen lines to be purchased are—The Hokkaido Colliery Railway, Hokkaido Railway, Kyushu, Sanyo, Nippon, Kansai, Hankoku, Sanjo, Ganyu, Hokuyetsu, Koku, Sobu, Boku, Naniwa, Kyoto, Nishinari, and Tokushima Railways.—*Japan Chronicle*.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—On the 9th at 12.10 p. The barometer has risen quickly over China.

The depression is probably moving Eastwards over Japan. It appears to be followed by a deep of high pressure over China. The greater part of the returns are, however, lacking this morning.

N. and N.E. winds are indicated in the Formosa Channel and the N. part of the China Sea.

Forecast:—moderate or fresh N. wind, fine.

JAPANESE SHIPPING ENTERPRISE.

NEW LINE OF STEAMSHIPS TO MANILA.

Mr. Miller, chief of the Manila Bureau of Navigation, reports that a steamship line, financed in Japan, is to be inaugurated between Manila and Japan. One of the promoters of the company is Mr. Raphael de Castro Midalgo, chairman of the Manila Chamber of Commerce, who recently sailed from America for England, where he is to purchase six steamships having a gross tonnage of about 2,000 tons each. The service that it is proposed to establish between Manila and Japan will be a tri-weekly one. Yokohama will be the main Japanese port of the line, and calls will also be made at Kobe and Nagasaki. In connection with this enterprise it may be noted that a great deal of Japanese capital is now finding its way to the Philippines. The reluctance of American financiers to invest money in the islands until the railroads are built is not being followed by the Japanese who look upon the prospects held out by Philippine enterprises as unusually promising. The promoter of the company are business men, resident in Manila, who were led to make application to Japanese capitalists because they believed that the raising of the needed money for establishing the line could not be effected in American sources. Mr. Raphael de Castro Midalgo, who is prominent among the promoters, has been concerned with the anti-American cause in the Philippines, and after the massacre of Captain Farley and his men in the interior (about five years ago) was arrested, charged with running guns to the natives. Influence was brought to bear at Washington, and he was pardoned on his promise to stop supplying the natives with guns.

COMMERCIAL.

10-DAY'S EXCHANGE.

Selling.
on—Bank T.T. 2 0/16
Do. demand 2 1/4
Do. 4 months' sight 2 0/16
on—Bank T.T. 2 5/7
America—Bank T.T. 4 0/16
Germany—Bank T.T. 2 0/16
India T.T. 1 13/16
Do. demand 1 1/4
Hongkong—Bank T.T. 1 1/4
Singapore T.T. 1 1/4
Japan—Bank T.T. 1 1/4
on—Bank T.T. 1 13/16

Buying.
4 months' sight L/C. 2 1/4
6 months' sight L/C. 2 1/4
30 days' sight San Francisco & New York 2 1/4
1 month's sight "do. 2 1/4
30 days' sight Sydney and Melbourne 2 1/4
1 month's sight France 2 1/4
6 months' sight "do. 2 1/4
4 months' sight Germany 2 1/4
Bar Silver 2 1/4
Bank of England rate 4 1/2
Sovereign 9 7/8

OPPIUM QUOTATIONS.

To-day's quotations are as follows:—
Malwa New Per picul 960/1,000
" Old @ 1,010/1,020
" Older @ 1,050/1,070
Patna New Per chest 880
" Old @ 860
Bengal New @ 815
" Old @ 800
Persian (Paper) @

To-day's Advertisements.

HONGKONG GYMKHANA CLUB.

The First Meeting of the Season will be held at the Happy Valley, on SATURDAY, 14th instant, commencing at 4 P.M. The Charge of Admission will be \$1.00 for other than Members of the Hongkong Jockey or Gymkhana Club. The Committee invite the Ladies of Hongkong to be present. Post Entries will be accepted for Events Nos. 2 and 4.

C. G. MACKIE, Hon. Secretary.

Hongkong, 9th April, 1906. [438]

FOR SALE OR TO LET. AT THE PEAK.

AN ELEVEN-ROOMED HOUSE, with a Dressing, Dining and Bathing room, distant thirteen minutes by chair from the Peak, fitted with superior baths and with Hot and Cold Water; large Kitchen; Laundry and Servants' Quarters. Can be used as one dwelling or divided into two.

For particulars and terms, apply to SHEWAN, TOMES & Co. Hongkong, 9th April 1906. [136]

IT IS TOLD BY THE TASTE.

BEST AUSTRALIAN STILTON CHEESE.

TRY IT AND YOU WILL HAVE NO OTHER. 55 Cents per Pound.

H. RUTTONJEE,

5, D'Aguiar Street, Hongkong,

37, Elgin Road, Kowloon.

Hongkong, 9th April, 1906. [64]

FOR YOKOHAMA AND KOBE.

THE Steamship

"DORTMUND."

Captain Wagner, will be despatched for the above Ports, on SATURDAY, the 14th instant, at 5 P.M.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 9th April, 1906. [439]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"POLYNESIEN."

Captain Broc, will be despatched as above, on or about MONDAY, the 16th instant.

For Freight or Passage, apply to

G. DE CHAMPEAUX,

Agent.

Hongkong, 9th April, 1906. [111]

Intimations.

THE ROBINSON PIANO CO., LD.

NEW PIANOS

\$70 CASH

AND 18 PAYMENTS OF \$20 EACH

OR \$385 CASH.

GREAT STRENGTH AND SUPERIOR

TO ANYTHING IN THE

COLONY.

Steinway,

Bechstein,

Krauss,

Haake,

Hopkinson,

Winkelmann,

ON

CORRESPONDING TERMS.

ALSO

BABY GRANDS

AND

PIANOLAS.

Hongkong, 4th April, 1906. [138]

TELEPHONE No. 135.

THE ORIGINAL

CANADIAN CLUB WHISKY

DISTILLED AND BOTTLED

BY

HIRAM WALKER & SONS, LIMITED.



Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARD.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"TEUCER"	14th April.
GLASGOW and LIVERPOOL	"DARDANUS"	21st "
GLASGOW and LIVERPOOL	"HECTOR"	21st "
GLASGOW and LIVERPOOL	"JASON"	28th "
GLASGOW and LIVERPOOL	"DEUCALION"	5th May.
GLASGOW and LIVERPOOL	"HYSON"	12th "
GLASGOW and LIVERPOOL	"GLAUCUS"	15th "
GLASGOW and LIVERPOOL	"RHIPUS"	17th "
GLASGOW and LIVERPOOL	"IDOMENEUS"	23rd "

The S.S. "Moyone" left Singapore on the 6th inst., for Shanghai (direct).

HOMEWARD.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	"DIOMED"	10th April.
"GENOA, MARSEILLES & L'POOL	"MACHAON"	20th "
AMSTERDAM, LONDON & ANTWERP	"KINTUCK"	24th "
"GENOA, MARSEILLES & L'POOL	"BELLEROPHON"	8th May.
AMSTERDAM, LONDON & ANTWERP	"CALCHAS"	20th "
AMSTERDAM, LONDON & ANTWERP	"HECTOR"	22nd "
AMSTERDAM, LONDON & ANTWERP	"JASON"	5th June.
AMSTERDAM, LONDON & ANTWERP	"DEUCALION"	15th "
"GENOA, MARSEILLES & L'POOL	"HYSON"	20th "

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH
THE NORTHERN PACIFIC RAILWAY CO.AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON POINTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"TEUCER"	13th April.
	"TYDEUS"	16th May.

WESTWARD.

FROM	STEAMERS	DUE
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"NINGCHOW"	25th April.
	"YANGTZE"	25th May.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 9th April, 1906.

CHINA NAVIGATION CO., LIMITED.

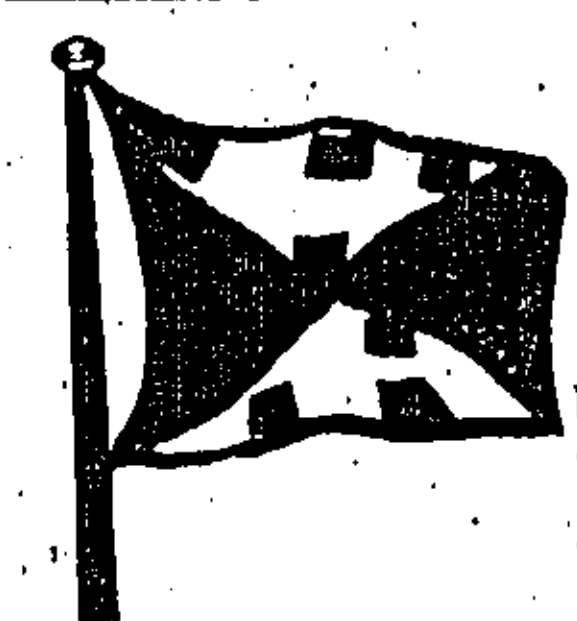
FOR	STEAMERS	TO SAIL
MANILA	"TEAN"	10th April.
CHEFOO and NEWCHWANG	"THOLMA"	10th "
NINGPO and SHANGHAI	"OHINKIANG"	11th "
YOKOHAMA and KOBE	"TAIYUAN"	11th "
SHANGHAI	"SHAOSING"	12th "
TIENSIN	"KASHING"	12th "
SWATOW, WEI-HAI-WEI, and TIENSIN	"HUICHOW"	16th "
MANILA, ZAMBOANGA, PORT DAR, WIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHINGTU"	20th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivaled table. A duly
qualified Surgeon is carried.† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 9th April, 1906.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. Almond	MANILA (DIRECT)	SATURDAY, 14th April, at Noon.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 21st April, at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 7th April, 1906.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship	About
"RAMSAY"	25th May.

For Freight and further information, apply to:

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 5th April, 1906.

Insurance.

NORTH GERMAN FIRE INSUR-
ANCE COMPANY OF HAMBURG.THE Undersigned AGENTS of the above
Company are prepared to accept First
CLASS FOREIGN and CHINESE RISKS at
CURRENT RATES.SIEMSEN & Co.
Hongkong 28th May, 1895.

NOTICE.

THE Public are hereby informed that no
change has been made in the Rates of
Subscription to the Hongkong Telegraph and
they are warned against paying more than
TEN CENTS (10 cts.) per Single Copy.
THE MANAGER,
Hongkong Telegraph Co., Ltd.
Hongkong, 30th September, 1905.

Shipping—Steamers.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain T. AUSTIN, R.N.R.THIS Steamer departs from Hongkong on
Week Days, at 8 A.M. and on Sundays
at 8.30 A.M. Departs from Macao on Week
Days at 2.30 P.M. and on Sundays at 5.30 P.M.,
if tide permits.
FARES:—Week Days, 1st Class, including
Cabin and servant, Single 3s; Return Ticket,
5s; 2nd Class, 2s; 3rd Class, 1s. 6d. On
Sundays will be an Excursion, at the
following rates:—1st and 2nd Class, Single
Ticket, 3s; Return, 5s; 3rd Class, Single,
1s. 6d.; Return, 3s. 6d.; Storage, 10 cts.
Breakfast, Tiffin and Dinner can be supplied
either on Board, or at the Macao Hotel, for
returning passengers only, at an extra charge
of 2s.
On Sundays, passengers desiring to have a
Private Cabin which has accommodation for
two or more passengers, will be charged 3s
extra.
First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Half Ticket. Should
the Steamer not run on the Monday, owing to
the boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.
The Steamer is lit throughout by Electricity.
The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Captain
"KWONG CHOW" T. R. MEAD. || "KWONG TUNG" | H. W. WALKER. |

Leave Hongkong for Canton at 9 every
evening (Saturday excepted).
Leave Canton for Hongkong about 5.30
o'clock every evening (Sunday excepted).
These Fine New Steamers have unequalled
Accommodation for First Class Passengers and
are lit throughout by Electricity. Electric Fans
in First Class Cabins.

Passage Fare—Single Journey ... 3s
Meals 1s each. |

The Company's Wharf is a short distance
West of the Harbour Master's Office.
SHIU ON S.S. CO., LD.,
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.
Hongkong, 23rd August, 1905.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SINGAPORE, PENANG & CALCUTTA	"NANSANG"	TUESDAY, 10th April, 3 P.M.
TIENSIN	"ESANG"	WEDNESDAY, 11th April, 3 P.M.
SHANGHAI	"HANGSANG"	THURSDAY, 12th April, 3 P.M.

* These Steamers have super accommodation for First-class Passengers, and are fitted
throughout with Electric Light.
† Taking Cargo on through Bills of Lading to Chefoo and Yangtze Ports.
For Freight or Passage, apply toJARDINE, MATHESON & CO.,
General Managers.

Hongkong, 7th April, 1906.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,FOR
PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"NUMANTIA"	4,370	Feldmann	April 16th.
"ARABIA"	4,483	Metzentin	May 22nd.
"ARAGONIA"	5,198	Ernst	June 11th.
"NICOMEDIA"	4,370	Wagemann	June 21st.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

S. SILVERSTONE, Acting General Agent.

NAVIGAZIONE GENERALE ITALIANA,
(Florida and Rubattino United Companies).STEAM FOR
BOMBAY via SINGAPORE AND
PENANG.Having connection with Company's Mail
Steamers to ADEN, SUETZ, PORT SAID,
MESSINA, NAPLES, LEGHORN
and GENOA, also
VENICE and TRIESTE, all MEDITER-
RANEAN, ADRIATIC, LEVANTINE,
and SOUTH AMERICAN PORTS
up to CALLAO.
(Taking Cargo at through Rates to PERSIAN
GULF and BAGDAD, also HARC-
LONA, VALENZA, ALICANTE,
ALMERIA and MALAGA.)

THE Steamship

"CAPRI" Captain Belsito, |
will be despatched as above,
on WEDNESDAY, the 15th instant, at Noon,
instead of as previously advertised.At BOMBAY, the Steamer is discharging in
Victoria Dock.For further Particulars regarding Freight
and Passage, apply toCARLOWITZ & Co.,
Agents.

Hongkong, 9th April, 1906.

"SHIRE" LINE.

FOR LONDON AND ANTWERP.

THE Steamship
"FLINTSHIRE" Captain Belsito, |
will be despatched for the above Ports, on or
about the 15th May, 1906.
For Freight etc., apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 6th April, 1906.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong
and South American Ports.

THE Company's Chartered Steamship

"GLENFARG,"
5,600 tonswill be despatched for CALLAO (PERU),
IQUIQUE (CHILE) on or about TUESDAY,
April 10th, at Noon.Also taking freight to other Eastern Coast
Ports of South America transhipping to the
Connecting Lines.For further information as to Freight and
Passage, apply toK. MATSUDA,
Manager.Yok Building,
177-179, 3rd April, 1906.

NORDEUTSCHER LLOYD, BREMEN.

NOTICE

STEAM FOR
KUDAT AND SANDAKAN.Taking Cargo at through rates to Tawau, Lahad
Datu, Labuan, Jolo, Zamboanga and Menado.THE Company's Steamship
"BORNEO,"
5,600 tonsCaptain F. Embell, (ready to load on Thursday,
the 12th instant), will leave on SATURDAY,
the 14th instant, at 9 A.M.For Freight or Passage, apply to
NORDEUTSCHER LLOYD,
MELCHERS & Co.,
Agents.

Hongkong, 4th April, 1906.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.FOR SYDNEY AND MELBOURNE,
(Calling at Manilla, Port Darwin and
Queensland Ports, and taking through Cargo to
Adelaide, New Zealand, Tasmania, &c.)THE Steamship
"EMPIRE,"
5,600 tonsCaptain Helms, will be despatched for the above
Ports, on SATURDAY, the 28th instant, at
Noon.This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.This Steamer is installed throughout with
the Electric Light.A Stewardess and a duly qualified Surgeon
are carried.N.B.—To assure the additional comfort of
passengers the Steamers of the Company have
electric fans fitted in staterooms.For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 3rd April, 1906.

HONGKONG AVERAGE MARKET
PRICES.

Corrected 30th March, 200 cts. per \$ Max.

BUTCHER MEAT.

Cents.

Beef sirloin & prime cut—Mei Lung Pa B 20 |
" Corned—Ham Ngau Yuk 20 |
" Breast—Ngau Lam 15 |
" Soup, Tong Yuk 18 |
" Steak—Ngau Yuk Pa 20 |
" Serpoin—Ngau Lau 30 |
" Sausages—Ngau Yuk Chung 26 |
Bullock's Brains—Know 10 |
" Tongue fresh—Ngau Li 50 |
" Corned—Ham Ngau Li 60 |
" Head—Ngau Tau 60 |
" Heart—Ngau Sum 12 |
" Hump, Salt—Ngau Kin 20 |
" Feet—Ngau Kerk 8 |
" Kidneys—Ngau Yiu 18 |
" Tail—Ngau Mei 18 |
" Liver—Ngau Con 12 |
" Tripe (undressed)—Ngau To 6 |
Calves' Head and Feet—Ngau-chai-
tau-keok 80 |
Mutton Chop—Yeung Pai Kwat 25 |
" Leg—Yeung Pei 21 |
" Shoulder—Yeung Shau 23 |
Pigs' Chittlings—Chi cheong 23 |
" Brains—Chi Kon 12 |
" Feet—Chi Kerk 12 |
" Fry—Chi Chak 12 |
" Head—Chi Tau 12 |
" Heart—Chi Sum 9 |
" Kidneys—Chi Yiu 8 |
" Liver—Chi Kon 24 |
Pork, Chop—Chi Pai Kwat 20 |
" Corned—Ham Chu Yuk 23 |
" Leg—Chu Pei 23 |
" Fat or Lard—Chu Yau 15 |
Sheeps' Head and Feet—Yeung Tau 55 |
Keok 55 |
" Heart—Yeung Sum 55 |
" Kidneys—Yeung Yiu 10 |
" Liver—Yeung Con 24 |
Sucking Pigs, To Order—Chu Chai 16 |
Suet, Beef—Sang Ngau Yau 16 |
" Mutton—Sang Yeung Yau 22 |
Veal—Ngau Chai Yuk 15 |
" Sausages—Ngau Chai Yuk Tong 15 |

POULTRY.

Chicken—Kai Chai 28 |
Capons, Large, Small—Sin Kai 30 |
Ducks—Ap 21 |
Doves—Pan Kai 16 |
Eggs, Hen—Kai Tan 10 |
Fowls, Canton—Kai 32 |
" Hainan—Hoi Nam Kai 26 |
Geese—Ngo 18 |
Geese, Wild Shanghai—Sheung Hoi Ye 18 |
Ngo 18 |
Musks Deer—Wong Keng 5 |
Hare—Tu Chai 26 |
Partridge—Che Khoo 26 |
Pheasant—Shan Kai 32 |
Pigeons, Canton—Pak Kup 32 |
" Hoihow—Hoihow Pak Kup 27 |
Quail—Um Chun 23 |
Rice Birds—Wo Fa Cheuk 25 |
Snipe—Sa Chui 25 |
Turkeys, Cock—Fo Kai Kung 64 |
" Hen—Na 45 |
Wild Ducks, Shanghai, Sui-ap 75 |
Teal, Shanghai, Sui Ap Chai 75 |
Wild Ducks Canton—Sang Shing Sui 25 |
Ap 25 |

FISH.

Barbel—Ka Yu 14 |
Bream—Bin Yu 13 |

KING EDWARD

KING EDWARD

KING EDWARD:

Aman, Mr. and Mrs.	Mrs. Lyell, Mrs. &
Andrew	Male, Mr. and Mrs. W.
Bachhouse, J. H.	H.
Cohan, Mr.	Meek, John
Colleyshaw, E. H.	Morse, Mr. & Mrs. F. G.
Cruickshank, J.	Moser, E. J.
Cunningham, Mr. and	Moulder, Mr. and Mrs.
Mrs. A.	A. B.
Cummings, Mrs. J. W.	Moutrie, Sidney
Curry, Mr. and Mrs.	Mursaw, E.
De Long, T.	Gerco, S.
Dennison, H. C.	Pearce, Dr. W. W.
Douglas, Miss	Price, Mr. & Mrs.
Draper, Miss	Reynor, Mr. & Mrs. E.
Duckworth, Misses (2)	N.
Fairchild, H. J.	Rickenmann, U.
Fraser, Mr. and Mrs.	Rietmann, F.
H. W.	Robb, J. M.
Fyle, Mr. and Mrs. R.	Rutherford, T.
H.	Samuels, Dr. M.
Gere, Miss	Serna, Mr. and Mrs.
Gilden, Mr. and Mrs.	Smith, Mr. and Mrs.
Char	
Graves, Mr. & Mrs. A.	Stevens, Mrs. B. A.
M.	Stewart, Miss C. W.
Grundy, T. E. M.	Stoddard, Mr. and Miss
Grundy, Misses (2)	Story, C. F.
Harding, Mrs. J. R.	Thayer, E. L.
Hollabaugh, F. W.	Thomas, C.
Hollingshurst, H.	Tufts, A. R.
Hosbrough, W. W.	Webster, Dr. Frank
Isaacs, T.	Williamson, Mrs. H.
Jackson, Mrs. and child	
Jackson, Mrs. G.	Withy, Edward
James, Mr. and Mrs.	Withy, Mrs. and Miss
I. E.	Wylie, Mr. and Mrs.

Garc. Mist. Samuels, Dr. M.
Serna, Mr. and Mrs.

Chas. J. L. H.
Graves, Mr. & Mrs. A. Stevens, Mrs. B. A.
M. Stewart, Miss C. W.
Grundy, T. E. M. Stoddard, Mr. and Mrs.
Grundy, Misses (2) Story, C. F.
Harding, Mrs. J. R. Thayer, E. L.
Haltzberg, F. W. Thon, Mrs. I.
Hollingsburg, H. Tufts, A. R.
Hoosburg, W. W. Webster, D. Frank
Isenta, T. Williamson, Mrs. H.
Jackson, Mrs. and child Withy, Edward
Jaquin, Mrs. G. Withy, Mrs. and Miss
James, Mr. and Mrs. E. Wylie, Mr. and Mrs.
Kofod, Capt. F. H.
Logan, W.

PF&K.

Beattie, M. P. Martin, R.
Carruthers, Mr. Miller, Mr. and Mrs. J.
Cantor, Mr. and Mrs. F.
Chater, Col. Mitchell, H.
Chescher, Maj. A. A. Moon, Mr. and Mrs.
Clark, F. S. Moss, Mrs. I.
Clothier, A. N. Moxon, Mr. and Mrs.
Courtney, G. M. Ollis, F. B.
Darling, Col. Painter, Major & Mrs.
Engel, Mr. and Mrs. L. Reynolds, F. O.
Gales, Capt. Sawyer, Capt. and Mrs.
Gaspar, Mr. Searle, Rev. G.
Gaster, E. Seymour, Lt.-Col. and Mrs.
Graham, Mr. and Mrs. W. Douglas
Groskoma, Mr. Sinclair, A.
Hall, Mr. Skottowe, Mr. & Mrs.
Hanson, Mr. Stokes, Mr.
Hassan, Mr. Verelker, Capt. & Mrs.
Hazelaud, F. A. Ward, Capt. The Hon.
Hicks, Mr. and Mrs. and Mrs. M. R. C.
Jeffries, H. U. Watson, Mr. & Mrs. M.
Jostling, Lt.-Col. White, Dr. H. I.
Kaye, Major and Mrs. Wilkie, Mr. and Mrs.
Knight, Mr. John
Lang, Mr. Wonde, Mr. and Mrs.
Maitland, Mr. and Mrs. Van de
E. W. Woodward, Mr. & Mrs.
Zehrmann, H. C.

CRAIGIEBURN.

Adams, M. and Mrs. F. Smith, E. Grant
R. J. Smith, Mr. and Mrs.
Beech, H. J. O. Grant
Brown, C. A. Smith, Percy
Dann, G. H. Sopps, P.
Gaskell, Mr. and Mrs. Webb, Mr. and Mrs.
Patterson, P. S. Montague

Brunco, Dr. K. Lowe, Mr. & Mrs. J. C.
Caspersen, S. Lowe, Miss Sibbie

Crefelds, A.	Majer, Capt. and Mr.
Friedlander, R.	N. J.
Heickensys, P.	Majer, Master W.
Kauff, A.	Miro, H.
Hochne, Dr. Med.	Munro, Miss A.
Key, Dr. F.	Owen, O. E.
Kien, Mr. and Mrs. and	Parkin, J. C.
2 children	Rees, O.
Kisscho, C. P. V.	Voss, E.
Krill, G.	Thorne, G. H.
Kulter, J.	

CHINA COAST METEOROLOGICAL REGISTER

April 7th, 1906, a.m.

	Bar.	Th. Hu.	Wind	W
Vladivostock ..	7 a.m.	—	—	—
Nemuro	6 a.m.	29.61	NW	8
Makadale	"	29.74	"	8
Tokio	"	29.78	"	0
Kochi	"	29.91	SW	2
Nagasaki	"	29.95	SE	2
Kagoshima	"	29.95	NW	4
Oshima	"	29.92	"	4
Naha	"	29.89	SE	2
Ishigakijima	"	29.85	SE	4
Taihou	5 a.m.	29.85	W	2
Taichu	"	29.86	"	2
Tainan	"	29.85	NE	2
Koshun	"	29.80	"	2
Yokohama	"	29.84	"	2
Weihaiwei	9 a.m.	29.87	E	2
Gutsifak	"	29.90	SE	3
Shan Peik	"	29.90	SE	1

Rainy	8.30 a.m.	19.51	33	33	NA	1	0
Swatow	9 a.m.	—	—	—	—	—	—
Canton		20.84	33	33	F	1	0

Hongkong	10 a.m.	29 87	59	96	E	2
Victoria Peak	"	29 87	59	96	E	2
Gap Rock	"	29 87	59	96	E	2
Macao	"	29 84	67	—	SE	1
Haiphong	"	29 88	66	65	W	1
Manila	"	29 88	66	65	W	1
Bacolod	9 a.m.	29 87	87	—	NE	2
Iloilo	"	29 87	87	—	NE	2
Cebu	"	29 91	85	—	N	2
C. St. James	10 a.m.	29 91	85	—	N	2

April 9th, 1906, a.m.

Vladivostok	7 a.m.	—	—	—	—	—
Nagasaki	8 a.m.	—	—	—	—	—
Hokodate	"	—	—	—	—	—
Kochi	"	—	—	—	—	—
Nagasaki	"	—	—	—	—	—
Kagoshima	"	—	—	—	—	—
Oshima	"	—	—	—	—	—
Naha	"	—	—	—	—	—
Isigakijima	"	—	—	—	—	—
Taihou	5 a.m.	—	—	—	—	—
Taihu	"	—	—	—	—	—
Taiwan	"	—	—	—	—	—
Koshun	"	—	—	—	—	—
Pescadore	"	—	—	—	—	—
Weihaiwei	9 a.m.	—	—	—	—	—
Gutzlaff	"	29 50	47	100	NW	7
Sharp Peak	"	29 70	66	79	NW	3
Amoy	6 30 a.m.	29 70	66	79	NW	3
Swatow	9 a.m.	29 70	66	79	NW	3
Canton	"	29 70	66	79	NW	3

Victoria Peak	"	—	—	—	NNE	3	—
Gap Rock ...	"	—	—	—	—	—	—

Macao	11							
Haiphong	11							
Manila	11							
Bacolor	9 a.m.							
Iloilo	11	29 87	85			N	I	2
Cebu	11	29 85	87			NK	2	0
C. St. James	10 a.m.							

	April 8 at	April 8 at
	10 a.m.	4 p.m.
Unromicited	2.66	39.60
Temperature	85	84
Humidity	85	66
Rainfall	0.33	and

Mails.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, LON-
DON, HAVRE, BORDEAUX,
MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "ARMAND BEHIO."

Captain E. Guionnet, will be despatched for
MARSEILLES on TUESDAY, the 17th
April, at 1 P.M.
Passage tickets and through Bills of Lading
issued for above ports.
Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—

S.S. ERNEST SIMONS..... 1st May.
S.S. POLYNESIE..... 15th May.
S.S. CALEDONIE..... 29th May.
S.S. SAZABIE..... 12th June.
S.S. TOURANE..... 26th June.

G. DE CHAMPEAUX,
Agent.

Hongkong, 5th April, 1906.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN AND SOUTH AFRICAN PORTS.)

The Steamship

"ARCADIA."

Captain W. W. Cooke, R.N.R., carrying His
Majesty's mails, will be despatched from this
for BOMBAY, on SATURDAY, the 22nd
April, 1906, at Noon, taking passengers and
Cargo for the above Port in connection with
the Company's S.S. Victoria, 6,522 tons, from
Colombo, Passengers' accommodation in which
vessel is secured before departure from Hong-
kong.

Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. Arabia,
due in London on the 3rd June, 1906.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 7th April 1906.

Intimations.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

	Per Case.
BRANDY * * * *	\$22.50
" * * *	20.00
" * * *	16.75
WHISKY, FINE MALL	20.00
" JOHN WALKER & SONS' OLD HIGHLAND	12.50
" C. P. & CO.'S SPECIAL BLEND	10.50
PORT WINE, INVALIDS	20.00
" DOURO	13.75
SHERRY, AMOROSO	20.00
" LA TORRE	16.00
BENEDICTINE, D.O.M.	40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

Hongkong, 15th November, 1905.

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE,

DEPOT

GENERAL HOUSEHOLD

REQUISITES.

&c., &c., &c.

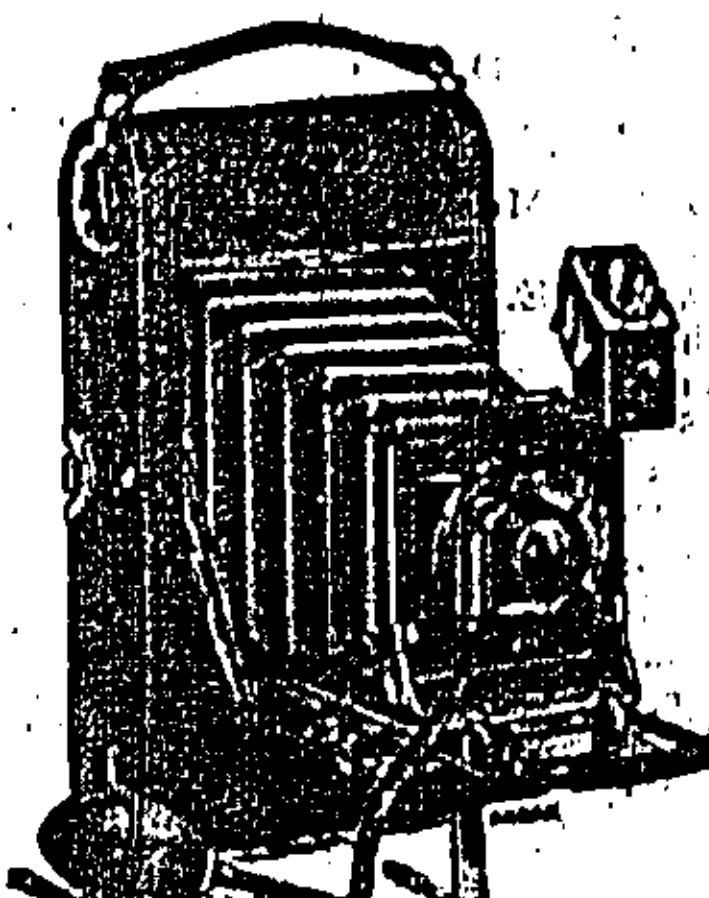
EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

AMATEUR WORK RECEIVES PROMPT and CAREFUL ATTENTION.
Hongkong, 10th May, 1906.



SHARE QUOTATIONS.

Supplied by Messrs. B. S. KADOORIE & Co. Corrected to noon; later alterations given in the "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATION.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$9,500,000 \$10,500,000	\$1,699,777	\$1 15/- div. and \$1 bonus @ ex. 2/0 9/16 =\$26.87 for 2nd half-year 1905	5 %	\$860 sales London, £90 \$40 buyers
National Bank of China, Limited	99,925	£7.	£65	\$200,000	\$41,768	\$2 (London 3/6) for 1903	...	...
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,600,000 \$147,895	\$211,540	\$20 for 1904	6 %	\$355
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$1,600,000 \$169,215 \$202,455 \$296,955	Nil.	\$4 for year ended 31.12.1905	4 1/2 %	\$96 buyers
North China Insurance Company, Limited	10,000	£15	£5	\$1,000,000 Tls. 100,000 Tls. 50,000	Tls. 302,053	Final of 7/6 making 15/- for 1904	5 1/2 %	Tls. 92 1/2
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$2,000,000 \$331,453 \$1,043,930 \$1,152,384 \$750,000	\$2,339,112	\$4 for 1904	5 %	\$790 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$5,000 \$261,938 \$88,941 \$50,000 \$60,000	\$426,284	\$12 and \$3 special dividend for 1903	8 %	\$ 90 sales
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$229,488 Tls. 28,000	\$34,018	\$6 for 1904	7 %	186 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,221,928	\$422,618	\$25 for 1904	7 1/2 %	\$305
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$6,000 \$261,938 \$88,941 \$50,000 \$60,000	56,563	\$1 1/2 for 1905	8 1/2 %	\$18
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$1,000,000 \$229,488 Tls. 28,000	Nil.	\$3 1/2 for year ended 30.6.1905	8 1/2 %	\$41 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$1,200,000 \$241,150 \$3,999	\$21,080	\$1 for second half-year 1905	8 1/2 %	\$24 1/2
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	\$2,411,150 \$3,999	\$4,435	12/- @ 1/10 = \$6.29.51 for 1904	6 1/2 %	\$94
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 10,000 \$4,000,000	Tls. 21,156	Final Tls. 3 making Tls. 5 for 1905	8 1/2 %	Tls. 48 buyers
Shell Transport and Trading Company, Limited	1,000,000	£1	£1	\$4,144	\$207,815	Final Tls. 14 making Tls. 3 1/2 for 1905	7 %	Tls. 50 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$65,000 \$24,257	\$929	1/- (Coupon No. 6 for 1905)	4 1/2 %	\$32
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 1,500,000 Tls. 350,479 Tls. 81,200	Tls. 13,913	\$1.80 for year ending 30.4.1905	4 %	\$23
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$850,000 \$450,000 \$86,129	\$40,914	Final of \$15 making \$25 for 1905	13 1/2 %	\$180
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	none	\$132,588	\$3 for 1897	...	\$25
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 3,723	Tls. 2 1/2 for year ending 30.9.04	...	Tls. 70 buyers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	\$80,000 \$26,011	£13,355	Final of 1/- (No. 5)	...	Tls. 10 1/2 buyers
Central Consolidated Mining Company, Limited	500,000	G. \$10	G. \$10	none	G. \$90,050	Final of 50 cents making G. \$1 for 1905	...	G. \$16
Gold Australian Gold Mining Company, Limited	150,000	£1	£1	£4,873	£8,745	No. 12 of 1/- = 48 cents	...	\$3 sales
DOCKS, WHARVES & GODOWNS.								
Farnham, (S. C.) Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 34,924	Interim of Tls. 4 for year 1905/6	10 %	Tls. 117 1/2 buyers
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$70,000	\$8,915	\$2 for 1905	9 %	\$22 1/2
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	40,000	\$50	\$50	\$500,000 \$26,160 \$20,000	\$20,010	Final of \$3 1/2 making \$6 for 1905	6 %	\$103 buyers
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	\$49,500	\$362,232	\$6 for second half-year 1905	7 %	\$170
New Amoy Dock Company, Limited	10,000	\$6 1/2	\$6 1/2	\$88,000	\$2,221	\$1 for 1905	6 %	\$17 buyers
Shanghai and Hongkong Wharf Company	32,000	Tls. 100	Tls. 100	Tls. 48,210 Tls. 57,065	Tls. 57,665	Final of Tls. 8 making Tls. 14 for 1905	6 1/2 %	Tls. 217 1/2 buyers
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 17,500	Tls. 2,762	Tls. 18 for 1904	7 1/2 %	Tls. 230 buyers
LANDS, HOTELS & BUILDING.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	none	none	First year	...	Tls. 100
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	\$145,516 Tls. 34,000	\$9,028	\$2 1/2 for year ended 30.6.1905	8 1/2 %	\$30
Astor House Hotel, Limited (Tientsin)	2,000	Tls. 50	Tls. 50	Tls. 8,000	Tls. 806	Interim of Tls. 5 for year 1905/6	7 1/2 %	Tls. 140 buyers
Central Stores, Limited	6,000	\$15	\$15	none	\$4,719	\$2.40 on \$12 for 1905	13 1/2 %	\$18
Do. (new issue)	24,000	\$15	\$15	none	...	7 % on \$7 1/2 for 1905	...	\$12 1/2 buyers
Do. (Founders')	123	\$15	\$15	none	...	None	...	\$300 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$648,975 \$24,071	\$619	\$5 for second half-year 1905	7 1/2 %	\$133 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$250,000	\$67,839	Final of \$3 1/2 making \$7 for 1905	6 1/2 %	\$116 buyers
Hotel des Colonies Company, Limited	9,000	Tls. 25	Tls. 25	Tls. 22,986	Tls. 7,202	Interim of Tls. 1	14 %	Tls. 17
Hotel Metropole Company, Limited	2,000	\$100	\$100	none	\$4,699	Final of \$6 making \$10	10 %	\$100
Lumppreys Estate & Finance Company, Limited	100,000	\$10	\$10	\$208,360 \$50,000	\$5,070	\$8 cents for 1905	7 1/2 %	\$11 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$574	\$2 1/2 for 1905	6 1/2 %	\$39
Shanghai Land Investment Company, Limited	12,000	Tls. 50	Tls. 50	Tls. 909,593 Tls. 170,000	Tls. 52,194	Final of Tls. 3 making Tls. 6 for 1905	5 %	Tls. 117 buyers
West Point Building Company, Limited	12,500	\$50	\$50	none	\$772	Final of \$1.90 making \$3.65 for 1905	7 %	\$53
COTTON MILLS.								
Two Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 45,939	Tls. 100,000	Tls. 8 for year ended 31.10.1905	14 1/2 %	Tls. 64 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$30,000	\$23,264	\$1 for the year ending 31.7.05	6 1/2 %	\$16 1/2 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 100,000	Tls. 18,718	3 % a/c 1898	...	Tls. 61 buyers
Lao-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 30,763	Tls. 8 for 1905	12 %	Tls. 67 1/2 sellers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 18,416	Tls. 35,986	Tls. 25 for 1905	8 1/2 %	Tls. 300
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited	4,000	\$100	\$100	none	\$1,066	\$7 for 1905	7 %	\$100
Anglo-Siam Eastern Agency, Limited	8,504	£2 1/2	£2 1/2	£314	£770	1/3 per share for 1904	9 %	\$74
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$9,000	\$1,097	\$3 for 1905	9 1/2 %	\$32 ex div.
China-Borneo Company, Limited	60,000	\$12	\$12	none	\$1,097	\$1 for 1904	...	\$61
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 50,000	Tls. 889	Final of Tls. 5 making Tls. 10 for 1905	12 1/2 %	Tls. 85 buyers
China Light and Power Company, Limited	50,000	\$10	\$10	none	\$3,739	None	9 %	\$10 buyers
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$8,000	\$1,581	80 cents for 1905	9 %	\$9
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	\$25,000	\$2,864	\$1.20 for year ending 31.7.1905	7 1/2 %	\$30
Green Island Cement Company, Limited	150,000	\$10	\$10	\$410,000 \$500,000 \$186,000	\$52,291	\$2 dividend and 50 cents bonus for 1905	8 1/2 %	\$16
Hall & Holt, Limited	21,000	\$20	\$20	none	\$7,551	Final of \$1 1/2 making \$2 1/2 for year 1905/6	12 1/2 %	\$22 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	none	\$2,151	\$10 cents for year ending 31.4.1905	6 %	\$16 1/2
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$50,000	\$2,799	\$15 for year ending 30.11.1904	7 %	\$115 buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$80,000	\$3,716	Final of \$15 making \$19 for 1905	8 %	\$235 buyers
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	\$20,000	\$5,818	\$9 for 1905	6 1/2 %	\$143
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	\$2,500	\$83	Final of 50 cents making \$1 for the year	10 %	\$10 sellers
Maatschappij tot Mijne, Bosch- en Landbouwex- ploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 528,210 Tls. 19,465	Tls. 35,849	First interim of Tls. 7 1/2 paid 15.3.06 account 1906	9 1/2 %	Tls. 232 1/2 buyers
Philippine Company, Limited	67,500	\$10	\$10	none	...	None	...	\$5 buyers
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	Tls. 165,000	Tls. 11,017	{ Tls. 3 1/2 final & Tls. 1 1/2 bonus making Tls. 8 1/2 for 1905	6 1/2 %	Tls. 130 buyers
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 9,751	Tls. 6 for 1904	9 %	Tls. 67 1/2
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 8,000	Tls. 2,753	Final of Tls. 8 making Tls. 14 for 1905	9 %	Tls. 150 sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 25,000	Tls. 1,452	Final of Tls. 3 making Tls. 5 for 1905	8 %	Tls. 65 buyers
Shanghai Waterworks Company, Limited	7,200	£20	£20	Tls. 190,000	Tls. 85,592	Final of 37/6 making 52/6 for 1905/6	...	Tls. 400 ex div.
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$5,068	First year	...	Tls. 200 buyers
Steam Laundry Company, Limited	20,000	\$5	\$5	none	\$1,131	50 cents for year ended 31.5.05	8 1/2 %	\$6
Tientsin Waterworks Company, Limited								